

**ROYAL BAKING POWDER**  
ABSOLUTELY PURE  
Makes the food more delicious and wholesome

**NEWS OF THE GREAT INDUSTRIAL WORLD**

**FIGURES IN THE REPORT OF LEHIGH VALLEY ROAD.**

Average Receipts for Coal Traffic Was 55 Per Cent. Higher Than for Other Classes of Freight—Cost of Constructing a Modern Railway Coach—D. L. & W. Road to Erect a Bridge Over the Susquehanna River at Pittston—Rebuilding a Big Culin Burning Engine.

The report of the Lehigh Valley Railroad company for the year 1898 shows that the road carried during that period 11,574,845 tons of coal, the average haul being 15.72 miles, and the ton-mileage 1,339,426,382. The average receipt on this coal traffic was 0.639 cent per ton-mile, or 55 per cent. higher than the average rate on general freight, which was 0.496 per ton-mile. Of the tonnage reported 1,348,268 tons and 100,419,434 ton-miles were of bituminous coal. The report does not give the rates on bituminous coal separately, but assuming, as can be done with a margin of safety, that they were not higher than those on general freight, the rate on anthracite would be 0.643 cent per ton-mile, including the coal carried for the company's own use.

The average cost per ton-mile on all freights—coal is not stated separately—was 0.316 cent per ton-mile. As the transportation of coal, which is moved usually in full trains at a low rate of speed, certainly costs much less than the average, the profit on all coal was more than 0.316 cent per ton-mile; on anthracite more than 0.277 cent. One-third of a cent per ton-mile, or 33.3 cents a ton, does not look like an extravagant profit, but it is a much higher surplus than the most prosperous railroads in the country—the Pennsylvania or the New York Central, for instance—can show on their freight traffic earnings.

**COST OF A RAILWAY COACH.**

Recently an up-to-date luxuriously furnished passenger car was turned out of the shops at Altoona to be put into regular service, at a cost of almost \$4,500. An enumeration of the several items used in the construction of the car and their cost, is as follows: Labor, \$1,236.94; material, wheels and axles, \$552.25; trucks upon which the car rests, \$553.62; air brakes, \$131.75; seat fixtures, twenty-five in number, \$59.56; three bronze lamps, \$13.50; two gas tanks, \$84; chandeliers, \$59.72; item of screws, which might not appear an important one, \$51.80; lumber used in building the car, 2,480 feet of poplar wood, 3,434 of ash, 1,100 of white pine, 2,550 of yellow pine, 450 feet of hickory, 400 of cherry, 700 of Michigan pine, 500 of oak and 439 of maple veneer.

In addition, 13 gallons of varnish, 45 pounds of glue and nearly 3,000 pounds of iron, exclusive of 800 pounds of iron castings. For the furnishing of the car, 60 yards of scarlet plush, 34 yards of green plush, 41 yards of sheeting and 243 pounds of hair. The springs for the car seats cost \$43.17; bracket racks, \$7.35; sash livery, \$42; window window lifts, \$24.40; and the gold leaf for the embellishments of the wood-work, \$14.50. For the window fasteners, \$15.47; two chairs, cost \$7.75, and the tin used on the roof of the car, \$41.41.

**THEN AND NOW.**

Only a few of the very oldest residents along the Erie railroad will recall the big meeting which was held fifty-eight years ago last week at Monticello, N. Y. It was a mass meeting to protest against the laying of the Erie tracks up the Delaware Valley.

H. R. Laddington, Platt Pelton, Joseph Young, A. C. Niven, George Lockwood and Lewis Bushnell were selected as a committee of six to go to Albany and lay a protest before the state legislature and also to confer with the directors of the road. How different things are now.

**THIS AND THAT.**

The shirt factory at Susquehanna has

**DR. WILLIAMS' PINK PILLS FOR PALE PEOPLE**  
A Rock of Safety in a Sea of Trouble.  
"I had a terrible cough something over a year ago and could find nothing to stop it, or even to do me a particle of good. I chanced to see an advertisement of yours, and forthwith bought a bottle of your invaluable 'Golden Medical Discovery.' Before I had taken half a bottle I was entirely well."—J. M. Farr, Esq., of Cameron, Screven Co., Ga.

**TRAIN WRECKED BY A BROKEN RAIL**

**FIREMAN KILLED AND SEVENTEEN PASSENGERS HURT.**

Disaster on the Pittsburg and Lake Erie Railroad Near Fleming Park. The Injured Passengers Suffer Terribly from the Cold While Being Conveyed to Hospitals—Accident Due to the Extreme Cold Weather.

Pittsburg, Feb. 13.—The southbound Cleveland flyer on the Pittsburg and Lake Erie railroad which left Cleveland at 11:13 a. m. was wrecked this afternoon near Fleming Park, opposite Davis Island. The fireman was injured so that he died and seventeen passengers were badly injured.

A partial list of the dead and injured is as follows:  
W. A. CAMPBELL, fireman, found lying under the tracks of the baggage car, died before medical aid could be summoned.  
JOHN TOTTEN, engineer, painfully but not fatally injured.  
GEORGE NEBLE, baggage-master, cut about head and arms; taken to the hospital; will live.  
JAMES B. MOHR, a son of Superintendent J. B. Yone, of the Pittsburg and Lake Erie road, badly cut about head and face. He was traveling in the baggage car with his father.  
MISS MARY KELLY, Youngstown, O., arms and neck badly injured.  
H. C. BARR, New Castle, legs and arms injured.  
J. C. CATO, Allegheny, hurt about the back.  
E. S. HUBBARD, Hotel Henry, not badly injured.  
SAMUEL W. ARMISTONG, New Castle, CALDER WELSH, conductor, McKeesport.

**A BROKEN RAIL.**

The wreck was caused by a broken rail. The train was running at a high rate of speed, required by the schedule, and the locomotive and several cars were badly damaged.

A wrecking crew was sent to the scene and physicians were summoned from the nearby towns. The injured were removed from the wreck and given as prompt attention as the circumstances would permit. Ambulance men were called from the Homeopathic, the Mercy and the West Penn hospitals and were at the Smithfield street station ready to receive the injured who were brought here. The cold weather caused much suffering to the injured and to those who aided in their removal.

The train was composed of a baggage car, two day coaches and a Pullman car. All were vestibuled cars and it was one of the best trains on the road.

It is presumed that the broken rail was one of the effects of the extreme cold. The train left Cleveland at 11:13 a. m. and ran on time to Youngstown. At that point two hours were lost and the train ran on a siding near Fleming Park to let another train pass. In running off the switch the rail broke and the locomotive was thrown from the track and turned over on its side. The tender ran on for several hundred yards before the air brakes took effect.

**WAS NOT THE FLYER.**

Cleveland, O., Feb. 13.—Erie railroad officials here state that the train wrecked at Fleming Park was not the Cleveland Flyer but train No. 22, an accommodation which left here at 8:30 o'clock this morning. The Pittsburg and Lake Erie trains run into this city over the Erie tracks, connecting with the latter line at Youngstown, O.

**SENATE DID NOT MEET.**

The storm upsets plans of friends and foes of the McCarrell Bill. Brief Session of House.

Harrisburg, Feb. 13.—Thirty members of the house of representatives braved tonight's storm to attend the regular Monday evening session. There are not more than fifty legislators in the city and some of those preferred to remain in their rooms or about the hotels to wading in the snow to the state house. Speaker Farr is storm-bound at Wilkes-Barre and telegraphed to his clerk, Henry Huhn, to designate one of the members to preside. The house went into session shortly after 8 o'clock with Representative Adams, of Philadelphia, in the chair. The speaker was cleared of first reading bills and three tax measures were sent back to the ways and means committee. The Keator bill, prohibiting the pollution of streams, was returned to the general judiciary committee. There being nothing else to do, the session adjourned until 11 o'clock tomorrow morning.

**ADRIFT ON AN ICE FLOE.**

Terrible Experience of a Skating Party on Lake Michigan.

Chicago, Feb. 13.—After being adrift on an ice floe in Lake Michigan for over fifteen hours, the five people who were carried off a Sunday evening by the breaking of the ice were rescued and it is not expected that any of them will be much the worse for the experience. Young Arthur Fletcher, who made an heroic effort to bring them ashore in his boat and who paddled around all night in the frail craft, did not fare so well, both his feet being badly frozen. It is expected that he will be a cripple for life.

**ACCIDENT ON D. & H.**

Train Derailed Near Cumming's Station—Two Persons Killed.

Fort Ticonderoga, N. Y., Feb. 13.—Delaware and Hudson train No. 4, which left Montreal this morning, was derailed near Cumming's station, two miles south of here, this afternoon. The engine turned over and the engineer, W. R. Combs, and his little boy, 10 years old, were killed. The rest of the train hands and passengers escaped.

**STEAMSHIP WRECKED.**

The William Lawrence Abandoned by the Crew.

Savannah, Ga., Feb. 13.—The steamship William Lawrence, of the Merchants' and Miners' Line, between Baltimore and Savannah is a wreck and probably a total loss off Port Royal, S. C. She left Baltimore on Wednesday

last with a full cargo but no passengers. The crew abandoned the ship in four boats. One made Port Royal. Three other boats containing Captain Willis, the first and second officers and other engineers and members of the crew, have not been heard from.

**DULL DAY IN THE HOUSE.**

An Honor Falls Upon Mr. Payne, of New York.

Washington, Feb. 13.—This was an exceedingly dull day in the house. Owing to the raging storm outside, the attendance was very slim. Speaker Reed was unable to reach the capitol and to Mr. Payne, of New York, fell the honor of being elected speaker pro tem.

The whole day was spent upon the sundry civil bill, fifty-nine pages having been completed when the house adjourned. No important amendments were adopted.

**ECZEMA ON BABY**

My little six-months old girl had Eczema. We used all kinds of remedies, but she kept getting worse. I used to wrap her hands up, and to dress her, had to put her on the table. I could not hold her, she would kick and scream, and when she could, she would tear her face and arms almost to pieces. Four boxes of CUTICURA (ointment), two cakes of CUTICURA SOAP, and CUTICURA RESOLVENT cured her, and no traces are left.

**RICHES**

Cannot supply a man with good health after he has lost it, but even the poorest of us can afford to have good bread because

**"Snow White"**

Flour can be bought just as cheaply as a great many brands that are not so good, and which cannot compare with it in bread-producing qualities.

Sold by all grocers.

"We Only Wholesale It."

**THE WESTON MILL CO**  
Scranton, Carbondale, Olyphant.

**Mercreau & Connell**  
Established 32 Years.

A particularly fine line of Watches now in

The largest stock of Sterling Silverware and Novelties.

A large selection of Fine Diamonds

A beautiful show of Rich Cut Glass

Fine Jewelry Clocks, Etc.

IN OUR NEW STORE,  
No. 130 Wyoming Avenue

"COAL EXCHANGE"

**THE MOOSIC POWDER CO.**  
Rooms 1 and 2, Com'th B'ld'g.  
SCRANTON, PA.

Mining and Blasting

**POWDER**

Made at Moosic and Rustdale Works.

LAFLIN & RAND POWDER CO'S

**ORANGE GUN POWDER**

Electric Batteries, Electric Exploders, for exploding blasts, Safety Fuses and Repauno Chemical Co's HIGH EXPLOSIVES

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**"LIGHT AND BURN"**

**CROWN CACME OIL.**

GIVES THE BEST LIGHT IN THE WORLD AND IS ABSOLUTELY SAFE FOR SALE BY THE ATLANTIC REFINING CO SCRANTON STATION.

**Hood's Pills**

Best to take after dinner; prevent distress, aid digestion, cure constipation. Purely vegetable; do not grip or cause pain. Sold by all druggists. 25 cents.

Prepared only by C. I. Hood & Co., Lowell, Mass.

**Connolly and Wallace**  
127 and 129 WASHINGTON AVENUE.

**A Silk Story**

The story concerns new Silks for Waists, in 4-yard lengths, no two alike.

A collection of the choicest things that Dame Fashion has conjured for the coming season.

**Beautiful Stripes, Plaids and Checks**

in a multitude of new weaves that are strikingly pretty.

Prices from 75c Up.

**Connolly & Wallace,**  
127 and 129 Washington Avenue.

**THIRD NATIONAL BANK OF SCRANTON.**

Special Attention Given to Business and Personal Accounts.

Liberal Accommodations Extended According to Balances and Responsibility.

8 Per Cent. Interest Allowed on Interest Deposits.

Capital, \$200,000

Surplus, 400,000

WM. CONNELL, President.  
HENRY BELIN, Jr., Vice Pres.  
WILLIAM H. PECK, Cashier

The vault of this bank is protected by Holmes' Electric Protective System.

**NEW YORK HOTELS.**

**The St. Denis**

Broadway and Eleventh St., New York. Opp. Grace Church—European Plan. Rooms \$1.00 a Day and Upwards.

In a modest and unobtrusive way there are few better conducted hotels in the metropolis than the St. Denis.

The great popularity it has acquired so readily is traced to its unique location, its homelike atmosphere, the peculiar solicitude of its cuisine and service, and its very moderate prices.

**WILLIAM TAYLOR AND SON.**

**WESTMINSTER HOTEL,**  
Cor. Sixteenth St. and Irving Place,  
NEW YORK.

AMERICAN PLAN, \$3.50 Per Day and Upwards.  
EUROPEAN PLAN, \$1.50 Per Day and Upwards.

I. D. CRAWFORD, Proprietor.

For Business Men in the heart of the wholesale district.

For Shoppers 3 minutes walk to Wamamakers; 8 minutes to Siegel Cooper's Big Store. Easy of access to the great Dry Goods Stores.

For Sightseers. One block from B'way cars, giving easy transportation to all points of interest.

**Hotel Albert,**  
NEW YORK.

COR. 11th St. & UNIVERSITY PLACE. Only One Block from Broadway.

Rooms, \$1 Up. RESTAURANT PRICES REASONABLE.

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Spring 1899.

Our new lines are now on exhibition and embrace many exclusive novelties not to be found elsewhere.

**Carpets**  
Wilton Axminster Velvet Body and Tapestry Brussels Ingrain

**Laçe Curtains**  
Renaissance Irish Point Brussels Dresden Nottingham

**WINDOW SHADES**

**WALL PAPER**

**Williams & McAnulty**  
Interior Decorators.

**LACKAWANNA LUMBER CO.,**  
MANUFACTURERS OF

GANG SAWED PENNA. WHITE BEMLOCK AND HARDWOOD LUMBER

Bill Timber cut to order on short notice. Hardwood Mine Rails sawed to uniform lengths constantly on hand. Peeled Hemlock Prop Timber promptly furnished.

M.L.S.—At Cross Fork, Potter Co., on the Buffalo and Susquehanna Railroad. At Mine, Potter County, Pa., on Coudersport, and Port Allegany Railroad. Capacity—400,000 feet per day.

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**Fixtures for Sale—Cheap**

One safe, 4 bicycle ladders with track, 4 tables, 1 mirror, 140 ft. of shelving, 20 ft. partition, 1 double settee, nickel fixtures for show windows, 2 street show cases, 1 cash register and numerous other articles.

**WE ARE GOING OUT OF BUSINESS.**

Here are a Few Felt Boot Prices Also:

Men's Felt Boots and Overs, \$2.25 grade.....\$1.40  
Men's Felt Boots and Overs, \$2.00 grade..... 1.30  
Men's Felt Boots and Overs, 10, 11 and 12 only..... 1.10  
Boy's Felt Boots and Overs, Our Best Grade..... 1.30

Everything else at a big bargain. We must close this stock right away. ACT QUICK.

**Standard Shoe Store,**  
HANDIEST STORE IN THE CITY 217 LACKA AVE

**WHEN IN DOUBT, TRY**  
**STRONG AGAIN! Sexine Pills**

They have stood the test of years, and have cured thousands of cases of Nervous Diseases, such as Debility, Dizziness, Sleeplessness and Vanicosis, Atrophy, &c. They clear the brain, strengthen the circulation, make digestion perfect, and impart a healthy vigor to the whole being. All drains and losses are checked permanently. Urinary troubles are promptly cured, their condition often worse than loss of life. Consumption or Death. Mailed sealed. Price 50 cents; 6 boxes, with iron-clad legal guarantee to cure or refund the money, \$5.00. Send for free book. Address: PEAL MEDICINE CO., Cleveland, O.

For Sale by JOHN H. PHELPS, Pharmacist, cor. Wyoming avenue and Spruce street.